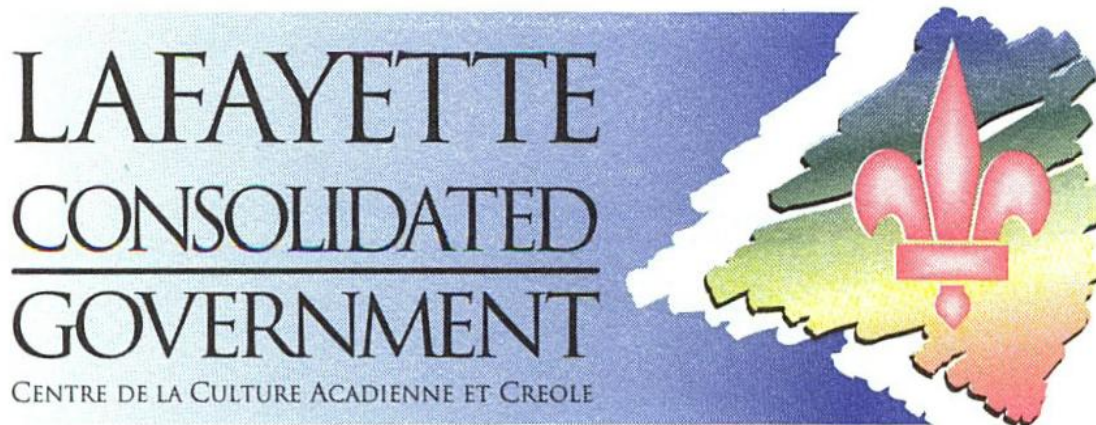


METHODOLOGY AND CONCEPTS OF TRAFFIC CALMING



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Introduction

The Traffic and Transportation Department receives concerns and complaints regarding a variety of traffic problems within residential neighborhoods. Speeding and traffic volumes appears to be the "root" cause of the residents' concerns. Traffic and Transportation Department efforts to address these concerns have not resulted in total satisfaction of resident(s). The Traffic and Transportation Department has initiated and the Council has appropriated funding for a "Neighborhood Traffic Calming Program" for Lafayette.

This program focuses within residential neighborhoods. The program excludes the major streets adjacent to residential neighborhoods. Research indicates communities have utilized various methods to implement different aspects of traffic calming programs. Traffic calming is divided into two categories. Stage 1 includes studies, observations, education, public involvement and enforcement to reduce or mitigate problems. The Department has historically implemented many, but not all elements of a Stage 1 traffic calming program.

Stage 2 actions are projects which physically alter the nature or configuration of neighborhood streets. These typically include the installation of devices such as speed humps, neighborhood traffic circles, diverters, chokers, cul-de-sacs, etc. to physically force vehicle drivers to drive in a desired pattern. While these changes can be more effective than Stage 1 actions, they can be accompanied by negative impacts related to emergency/safety vehicle response times, roadway users and potential liability exposure.

This report includes a description of Stage 1 and Stage 2 traffic calming actions. The effectiveness and impacts of Stage 1 and Stage 2 actions is also identified. Because of the potential for significant impacts from Stage 2 actions, considerable involvement and "buy in" from the neighborhood prior to considering or implementing Stage 2 actions is necessary. This report includes a description of a neighborhood involvement prior to implementing a Stage 2 traffic calming program.

The neighborhood involvement process is essential to the success of the program. Three "pilot" traffic calming projects utilizing the process have been initiated. At a minimum the pilot projects include Stage 1 traffic calming actions and decisions by the residents, project staff and Lafayette City-Parish Consolidated Council as to whether Stage 2 actions should be permanently implemented. This will allow Staff to measure the traffic calming actions implemented, and gather information regarding resident satisfaction and perception of the implemented traffic calming actions. At the conclusion of the pilot projects, a report will be provided to the Lafayette City-Parish Consolidated Council.

Background

Lafayette has experienced various degrees of traffic problems on internal residential neighborhood streets. The problems are the result of an increase in traffic speeds and/or volumes. In other instances complaints are received despite the fact traffic volumes and speeds appear unchanged over time. Residents are becoming more sensitive to neighborhood traffic concerns.

Often residents request the installation of four-way stop signs, speed humps, traffic diverters, road closures, etc. to address neighborhood traffic. Traffic studies and enforcement activities are undertaken and the results shared with the concerned residents. Despite residents concerns, actions are limited to enforcement activities and monitoring the situation by performing additional traffic studies and observations.

The installation of traffic calming actions such as speed humps and diverters can result in delays to emergency vehicles and their related response times. A comprehensive plan for our area is necessary for success. The installation of speed humps on Bellevue Plantation Road resulted in moving the problem to adjacent parallel streets rather than solving it. The residents' concerns about speed remained after the removal of the speed humps.

A study of various "traffic calming" programs and projects has been identified by Staff. "Traffic Calming" is the nomenclature given to the entire array of actions, programs and projects to lessen traffic problems within neighborhoods. This includes everything from traffic signing, striping and enforcement to the installation of speed humps and diverters to full road closures. The Department of Traffic and Transportation has evaluated these various "tools" and has identified those which appear to be appropriate for application in Lafayette. This report presents findings of research into Traffic Calming methodology and a plan for implementation by the Traffic and Transportation Department.

A description of traffic calming projects appropriate for Lafayette is included in Attachment 1-Exhibit D. The Department recommends a formal informational neighborhood participation program in traffic calming efforts for Lafayette Consolidated Government.

Discussion

The Nature of Lafayette's "Traffic Neighborhoods"

The configuration of streets within neighborhoods is related to the level of traffic problems and related complaints. Many of Lafayette's neighborhoods are designed with street patterns which result in a small portion of the streets accommodating more traffic than the majority of residential streets. It is this relatively small percentage of neighborhood streets which create the majority of concerns and complaints regarding neighborhood traffic problems.

In many parts of the Country, residential neighborhoods are designed in a grid pattern which provides drivers with route options. Street patterns of this type also provide many options for emergency response vehicles. When street patterns provide many options for connecting to the adjacent major street network or for traveling through a neighborhood, traffic problems are more equally shared among the residential streets. However, this type of pattern also provides for the possibility that non-neighborhood traffic might use neighborhood streets to "short-cut" through the neighborhood. But, in general, the amount of traffic and nature of traffic problems is relatively equivalent from street to street within a neighborhood. When traffic volumes are relatively equal on many residential streets and the traffic problems are "shared", fewer concerns and complaints tend to be generated.

Some of Lafayette's residential neighborhoods are designed with a different type of street pattern. In order to minimize the amount of traffic on the majority of residential streets the neighborhoods were designed with many discontinuous streets and cul-de-sacs. Further, the neighborhoods were generally designed with only a limited number of residential streets connecting to the adjacent major roadway system. In these neighborhoods only a small proportion of the streets can be utilized for travel to/from the major roadway system and only a few streets are the obvious choices for travel through a neighborhood. This small portion of a neighborhood's streets accommodates more traffic and experiences more traffic-related problems than the vast majority of streets. With this type of roadway pattern the majority of residents live on streets which experience little traffic and few problems, while a relatively small percentage of residents experience the majority of traffic problems. Other street patterns in Lafayette involve long (many over a mile long) straight streets lined with single family homes.

Given this configuration of neighborhood roadways, it is almost inevitable that the roadways connecting to the adjacent major streets will experience traffic problems. It may be unrealistic to expect drivers to make other choices. Some examples of this situation are streets in the White Subdivision area. This location is one of the Department's pilot projects. Each neighborhood has several streets which serve these functions to varying degrees.

Resident Concerns and Requests

Resident traffic concerns within neighborhoods has been a recurring issue in Lafayette. The Traffic and Transportation Department's approach to these concerns has been comparable to other communities. Staff has spoken or met with the concerned neighbors and undertaken the appropriate traffic studies and or recommended selective enforcement by the Lafayette Police Department. In many instances these actions result in lessening the traffic concern by improving the situation or by demonstrating to residents that the situation may not be as bad as what had been perceived. However, in a number of situations the improvement is fairly short-lived. In a majority of instances the "root" cause for the concern involves speeding and driver behavior. While these causes can successfully be dealt with through enforcement, the patterns sometimes revert if enforcement activity is not periodically performed. Due to the size of Lafayette and the amount of traffic movement within the corporate limits, with limited resources it is very difficult to provide enforcement in as many places and as frequently as residents would like.

Given the fact that enforcement cannot be as frequent as desired, residents have requested a wide variety of actions which they see as providing a more "permanent fix" for the problem. These typically involve requests for the installation of speed bumps/humps, additional stop signs, traffic diverters and even occasionally, road closures. While Staff has been eager to work with residents concerning traffic studies, additional signing and marking and enforcement activities, Staff has traditionally been reluctant to undertake "hard" solutions which involve physically impeding or altering traffic flow.

The Two Stages of Traffic Calming

Staff has researched traffic calming programs and traffic calming techniques. This includes review of several municipally adopted Traffic Calming Programs. In reviewing traffic calming tools it became apparent that they generally fall into one of two categories:

- Actions and programs which are primarily education and enforcement based not involving the use of physical controls or impediments on the roadway system.
- "Hard" physical modifications intended to control traffic speeds and/or volumes.

Following is a description of Stage 1 and Stage 2 traffic calming tools. Graphic representations and suggested use of the various traffic calming tools is included in Attachment 2.

Stage One Traffic Calming Tools

- Traffic Signing and Pavement Markings – Where possible, beneficial signing/stripping changes will be implemented by the Traffic and Transportation Department.
- Radar Speed Trailer Deployment - The trailer deployment can demonstrate to concerned neighbors actual traffic speeds. This tool also educates drivers and makes vehicle drivers more sensitive to their speed.
- Neighborhood Speed Watch Program - The Traffic and Transportation Department would provide radar units or the radar speed trailer and training to concerned neighborhood groups. The purpose is to allow neighbors to identify vehicles which are exceeding the posted speed limit. Letters would then be sent to the registered owners of those vehicles identifying observed speeds of the vehicles asking them and/or to notify the operator of the observed vehicle to respect speed limits and to pay closer attention to their speed.

Stage Two Traffic Calming Tools

Staff recommends the following, but not limited to, devices for use in Lafayette's Traffic Calming program. These devices are further described and illustrated in Attachment 3.

- Speed Humps
- Speed Lumps
- Traffic Circles / Mini Roundabouts
- Curb Extensions, Chokers, Chicanes
- Median Barriers
- Mid-Block Raised Medians
- Diagonal Diverters
- One-Way Streets
- Street Closures and Cul-de-sacs
- One-Way Chokers, Half-Closures or Semi-Diverters

Current Traffic Calming Efforts – Stage 1

Staff generally meets with the neighborhood residents, performs speed studies, volume studies and other traffic observations. Staff reviews roadway signing and striping and makes modifications or additions after an engineering study supports such actions. The Department may utilize its radar speed trailer on streets where vehicle speeds have been reported as a problem. Use of the trailer has produced mixed results, but in most instances the speed trailer deployment is supported by concerned residents.

There is one significant Stage 1 action which Lafayette has not yet initiated. This is the Neighborhood Speed Watch Program. In the Speed Watch Program those vehicles which have been identified as traveling above a certain "threshold" speed are identified by neighborhood volunteers and the vehicle license is provided to the Traffic and Transportation Department. Department Staff, in coordination with the Lafayette City Police Department, would then issue a letter to the registered owner of the vehicle stating the vehicle was observed speeding and asking for compliance with residential speed limits. Experience in several communities has indicated neighborhood speed watch programs can have either a positive effect or little effect, but even when the results are mixed, residents often perceive an improvement in driver behavior and attentiveness. For this reason, this program has achieved acceptance from neighborhood organizations.

Pros and Cons of Stage 2 Traffic Calming

Before pursuing Stage 2 traffic calming actions, it is important the benefits and disadvantages be considered. While Stage 2 actions can be successful, they can also result in problems more significant than the original concern. This section of the report will describe the possible benefits and disadvantages of Stage 2 traffic calming tools. In most instances, the benefits are predictable while the disadvantages can be unexpected. Consequently, a greater emphasis has been placed on the potential problems so that decisions can be made in a more fully informed manner.

Achieve the desired results - Physical actions such as the installation of speed humps, traffic circles, street closures, etc. are almost always successful in forcing traffic to behave in an intended fashion. They can achieve the desired result by utilizing a one-time capital expenditure and generally low ongoing maintenance costs. Stage 2 traffic calming actions are generally viewed as more "permanent" solutions than Stage 1 actions. There are significant potential benefits to utilizing Stage 2 traffic calming actions which is why some communities have implemented Stage 2 actions and many other communities (such as Lafayette) are exploring their possible use.

Emergency Response Vehicles - Emergency vehicles and response times are impacted. A traffic calming tool that might be effective because it physically controls traffic can have a negative impact on emergency vehicle response times.

Solving or Moving the Problem? - Implementing physical traffic calming measures could move the problem while solving the initial problem. The traffic being controlled by physical traffic calming tools will not disappear or make major changes in its travel patterns. The placing of impediments on a particular neighborhood street can divert some of that traffic to other neighborhood streets. The program as undertaken strives to identify affected streets within the neighborhood proximity to prevent the likelihood of "moving" the problem.

Inconvenience - Another concern deals with the inconvenience that is placed upon neighbors themselves. Most Stage 2 actions require vehicles to slow down, accelerate, turn, traverse humps, etc. Most "hard" traffic calming tools would require residents to endure additional delays, noise, dirt, air pollution and vehicle maintenance costs on a daily basis.

Liability Exposure - Stage 2 actions may increase liability exposure to LCG. There are two sides to the potential liability exposure question. These are the potential exposures which would result from the Traffic and Transportation Department implementing an action or deciding against installation of a "justified" traffic calming action.

It is possible that a court could decide LCG did not take traffic calming steps in attempts to correct a known traffic problem. This type of liability exposure is not uncommon related to actions such as the installation of traffic signals or multi-way stop signs where the Federal and State governments have established criteria (warrants) for their use.

Staff believes the second possible source of increased liability exposure would be that resulting from implementation of a traffic calming action. This exposure would stem from two categories of negative impacts. The first would be exposure which might arise from the potential increase in emergency vehicle response times. The second category arises from the fact that traffic calming devices themselves might result in damage or injury.

Visual Impacts and Aesthetic Concerns - Traffic calming devices can be either attractive or unsightly. Some Stage 2 actions pose no opportunity for the incorporation of landscaping, thus posing a negative impact on aesthetics. Since these devices are intended to pose obstacles to cars, they should be well signed, marked and sometimes lighted in order to minimize potential safety problems. This signage can also negatively impact neighborhood aesthetics.

Recommended Neighborhood Involvement Process for Lafayette's Traffic Calming Program

It is important to note Staff will continue to deal with individual complaints in a short timeframe and on a direct basis. The traffic calming process discussed in this portion of the report is intended primarily for those occasions when the Traffic and Transportation Department would consider elements of a Stage 2 program. Many communities have encountered problems when the efforts to involve the entire neighborhood suggested in this process have not been undertaken. It is important that a majority of neighbors likely to be effected by the ultimate decision agree that:

1. A traffic problem exists which needs to be addressed.
2. The traffic calming actions to be studied and/or are appropriate.
3. The traffic calming proposal eventually developed from this effort is appropriate.
4. They support the traffic calming program despite the fact that there are likely to be some attendant negative impacts.

Defining a Resident/Government Process Prior to Considering a Traffic Calming Program

It is important to note the majority of resident concerns/complaints will continue to be directly addressed by Staff on a one-to-one basis using current practices. In instances where it is obvious the request is likely to lead to the consideration of Stage 2 traffic calming actions, it is important that a process be defined which will identify the roles of the Department and the residents. After reviewing traffic calming programs from cities throughout the Country, Staff has been able to define a recommended neighborhood involvement program for Lafayette's traffic calming efforts. The following is the process Staff recommends regarding Lafayette's traffic calming program:

Initial Report of Problem - A complaint or request regarding a neighborhood traffic problem will initiate Traffic and Transportation Department Staff actions. Staff will gather traffic information and review the roadway signing, striping and traffic controls in the vicinity. The resources for these efforts are currently contained within the budgets of the Traffic and Transportation Department.

Petition Process - Before a full study is initiated, it is important to receive an indication that more than a few individuals perceive a traffic problem. Staff recommends a petition process be utilized to demonstrate majority support for considering the use of Stage 2 traffic calming efforts. It is important for all individuals likely to be impacted by the eventual decision to be part of the petition, so Staff will determine the geographic area which must be part of the petition process. Staff will provide the individual(s) with the petition to circulate for signature.

The petitioner(s) will be given a reasonable amount of time (probably a month or two depending on the size of the area to be petitioned) to gather signatures representing more than 50% of the addresses with one signature per dwelling unit. Following development of the petition language and a definition of the area to be petitioned, additional study will only be undertaken if at least a majority of the residences/businesses being petitioned support study of further action.

If Petition is not Successful - If a majority of the potentially impacted neighbors do not support the proposal, the study will not be undertaken. Traffic and Transportation Department Staff will continue undertaking the appropriate actions from the Stage 1 toolbox.

If Petition Is Successful - If the petition indicates a majority of the neighbors support studying the possible implementation of Stage 2 traffic calming actions, Staff will begin speed and volume data collection in order to determine if a traffic problem does exist in the neighborhood.

Deciding If A "Real" Problem Exists - Since the Traffic and Transportation Department would be considering a resource intensive (regarding Staff time and possible construction costs) Traffic Calming Program, it will be important to distinguish between real problems and perceived problems as early as possible.

Some Stage 2 traffic calming devices address speed problems while others are utilized to reduce traffic volumes. In considering traffic calming actions, it is important to determine that a problem exists which can be effectively addressed by the traffic calming tool(s) being .

Speed - Certain neighborhood streets are the obvious route entering, exiting or through a neighborhood. These streets cannot be expected to exhibit the same traffic volumes as other neighborhood streets. It is additionally true that the residential 25 mile per hour speed limit is exceeded by a significant majority of drivers. Federal and State speed limit guidelines each define "reasonable speed" as that speed that 85%

of the drivers do not exceed. In other words, it is that speed which only 15% of the drivers exceed. Speed surveys performed in communities throughout the country found that the 85th percentile speed on residential streets is typically in the 30-32 mile per hour range. **Therefore, Staff recommends 85th percentile speeds of 32 miles per hour or less on residential streets be considered as not constituting sufficient reason to consider Stage 2 traffic calming actions, intended to address speed concerns.**

Sometimes, residents' speed concerns are not based upon the 15% of drivers who might be exceeding the "reasonable range" by a few miles per hours, but by those few drivers who significantly exceed a reasonable speed. Staff believes looking at the 95th percentile speed in addition to the 85th percentile speed could provide validation for concerns in those situations. The 95th percentile speed is that speed which only 5% of the drivers exceed. Staff suggests a 95th percentile speed greater than 35 miles per hour could be utilized as an alternative threshold to considering the use of Stage 2 traffic calming methods if the residents concern is for the few drivers considerably exceeding the speed limit.

Traffic Volume - Residents are also concerned about the volume of traffic on residential streets. An evaluation will need to be made of the neighborhood in question in order to determine if the traffic volumes are inappropriately high. Trip generation can be estimated by looking at the number and type of dwelling units and other uses in the neighborhood. Estimates of traffic volume can then be made by reviewing the neighborhood street pattern and the function of particular streets within that pattern. The evaluation should conclude traffic volumes are 15% above expected volumes prior to considering any Stage 2 actions intended to address traffic volume concerns.

Public Involvement - Staff would undertake a public involvement program that would include a series of neighborhood meetings in order to develop a possible Stage 2 traffic calming plan. This process is detailed in Attachment 1. Staff would attempt to educate those in attendance by formal presentations regarding the possible Stage 2 actions and assure that those attending the meetings had significant input regarding the program. The likely impacts and changes in traffic patterns would be estimated by Staff and neighbors utilizing their best judgment. The neighbors would be informed regarding potential public safety and emergency response concerns.

Neighborhood Input on Traffic Calming Plan - Once the program has received consensus support from the individuals who have volunteered to work with staff to be involved with development, it would be described in a report and presented to the potentially impacted neighborhood. Staff proposes to send this report to the residences and businesses in the effected area with a ballot on which to indicate support or opposition to the plan. If less than 66% of residences/businesses indicate support for the program, Staff would notify the neighborhood of this fact, continue appropriate Stage 1 traffic calming efforts, and meet with the neighborhood committee to develop an alternate plan which could receive support from the neighborhood. This new plan would then be submitted to the neighborhood for approval/disapproval.

Lafayette City-Parish Consolidated Council Notification - If the residents support the traffic calming proposal, a report describing the Traffic Calming plan would be prepared to advise the Lafayette City-Parish Consolidated Council.

The traffic calming plan will then be initiated on a temporary basis to evaluate the successes and deficits of the different actions. Staff will monitor the neighborhood, collecting new speed and volume data. Staff will prepare a report of findings to distribute to the neighborhood residents along with an opinion survey. The survey will request the residents express approval/disapproval of installing the plan on a permanent basis. If more than 66% of the residents approve, the plan will be considered approved by the neighborhood and Staff will initiate a funding request to the Council to effect permanent installation of the traffic calming plan.

Recommended Traffic Calming Program for Lafayette

Pilot Traffic Calming Studies

The Department has proceeded with pilot traffic calming projects in Lafayette for the following areas:

- Holden Heights
- Saint Streets Area
- White Subdivision
- Sterling Grove Subdivision

The second and third neighborhoods have reached a point where the representatives have approved of a preliminary traffic calming program. Other areas where traffic calming efforts appear appropriate include:

- Tanglewood Terrace
- Mooreland Subdivision
- Aylene/Bonaire Area
- East Peck Boulevard

Expanded Stage 1 Program

Efforts which the Traffic and Transportation Department currently undertakes could be expanded while other Stage 1 actions could be initiated. An expanded Stage 1 program would consist of the following actions:

- The Traffic Engineering Division would continue and possibly expand its effort related to performing traffic volume and speed studies as well as other observations and studies as appropriate to identify and monitor traffic conditions/problems.
- The Traffic Engineering Division would perform a review of traffic signing, pavement markings and traffic controls in the area being studied. When appropriate, additions and modifications of these features would be undertaken.
- The Traffic and Transportation Department would deploy its radar speed trailer for use on streets of concern. The radar speed trailer is proven to be a useful supplement to enforcement activities. It also has the distinct advantage of hopefully impacting the offending drivers while not posing problems for compliant drivers.
- The Traffic and Transportation Department would initiate a "Neighborhood Speed Watch Program". The Traffic and Transportation Department would utilize existing resources to undertake a neighborhood speed watch program for the pilot study. The success of this program would be dependent upon neighbors volunteering to perform the speed observations.

Fiscal Impact

The additional resources which might be needed in the future are dependent upon the Traffic and Transportation Department's experience in the pilot projects and funding provided by the Lafayette City-Parish Council.

The cost associated with Stage 2 actions is dependent upon which elements of a Stage 2 program are utilized. General costs and the descriptions of possible traffic calming actions are summarized in Attachment 3. There would also be Staff and administrative resources required to perform the required studies, analyses and neighborhood involvement program.

Recommendation

Implement a program containing identified Stage 2 traffic calming actions. Additional budget modifications by the Council would be required for the actual design and construction of Stage 2 traffic calming actions.

**LAFAYETTE CONSOLIDATED GOVERNMENT
TRAFFIC CALMING
POLICIES AND PROCEDURES**

Adopted
September 18, 2001

By:
Resolution
R-085-2001

Dated
September 18, 2001

POLICIES & PROCEDURES :

Lafayette Consolidated Government Traffic and Transportation Department has developed policies and procedures for Traffic Calming including criteria in order for Traffic Calming Devices to be installed in a neighborhood. This section discusses the policies and procedures and criteria for Traffic Calming.

A. Request:

A resident calls Traffic and Transportation Department Staff to discuss perceived traffic problems in their neighborhood. The resident is sent a Traffic Calming Initiation Packet which describes traffic calming and lists its goals and objectives. The packet contains an application which requests information about the neighborhood, the perceived traffic problems and the names of 5 to 10 other residents who will form a traffic calming project steering committee.

B. Application and Petition:

The resident is asked to complete the application and return it to the Traffic and Transportation Department. When the application is completed and returned, Staff will establish the boundaries for the project. The neighborhood representatives are also given a Petition to Initiate Traffic Calming as part of the application packet. This petition is distributed by the neighborhood representatives for signature by 50% of the residents within the boundaries identified. If the petition is successfully completed, Staff will work with the representatives on proceeding through the steps in the Traffic Calming process. The application and petition are included as Exhibit A.

C. Collection of Data:

After determining the petition is successful, Staff will begin collecting neighborhood traffic data. The collection of data may include but is not limited to road tube counts, speed studies, traffic turning movement counts, crash reports, roadway widths, and regulatory signage.

D. Analysis of Data:

The collected data is analyzed to determine if the neighborhood meets or exceeds evaluation criteria for traffic calming using the following procedure.

1. Cut Through Traffic:

Road tube counts are used to determine the amount of vehicles entering and exiting the neighborhood. The number of houses in the study area is determined. The average trip ends per dwelling unit per day is multiplied by the amount of homes in the neighborhood to determine the expected amount of traffic entering/exiting the neighborhood per day. This number is compared to the actual amount of vehicles entering/exiting the neighborhood (road tube counts) to determine the amount of projected non study area generated traffic, or “cut through” traffic. See example 1 below.

Example:

Total vehicles entering/exiting neighborhood per day (from road tube counts) = 3,904

Road Tube Count ÷ Number of Houses = Trip Ends/Dwelling Unit/day

Locations: A: $231 \div 23 = 10.04$; B: $304 \div 24 = 12.67$; C: $263 \div 25 = 10.52$

Average Trip Ends/Dwelling Unit/Day = $(10.04 + 12.67 + 10.52) / 3 = 11.08$

Total houses in neighborhood = 341

Vehicles expected to enter/exit neighborhood per day = $11.08 \times 341 = 3,778$

Amount of non-local traffic = $3904 - 3778 = 126$ vehicles per day

Calculated Non-Local Traffic = $(126 \div 3778) \times 100 = 3.3\%$

Criteria to determine if a problem exists:

On residential streets the calculated non-local traffic must exceed 15% of the calculated vehicles expected to enter/exit the neighborhood per day in order for the criteria for traffic calming to be met.

2. Speed:

The speeds from the data collected are compared to the posted speed limit. If the 85th percentile of the vehicles are going 7 mph over the speed limit the criteria for traffic calming is met. Additionally if the 95th percentile of the vehicles are going 10 mph over the speed limit the criteria could be considered met.

3. Crashes:

If there are 4 or more reported intersection or spot location crashes within a year on a street in the neighborhood, the criteria for traffic calming is met.

E. CHARRETTE 1 - Staff meets with neighborhood representatives:

Traffic and Transportation Staff meets with the traffic calming project steering committee to discuss the results of the traffic studies. If the neighborhood meets the criteria for traffic calming, then Staff and the neighborhood representatives discuss the traffic problems. The neighborhood representatives develop a few solutions using traffic calming techniques.

F. Analyze Possible Solutions:

The Traffic and Transportation Department reviews the solutions developed by the neighborhood representatives. Staff meets with or calls the neighborhood representatives to discuss the outcome of the review of their proposed solutions.

G. CHARRETTE 2 - First Neighborhood Meeting:

A letter is sent to the residents within the boundaries of the neighborhood study area informing them of a meeting time, date, and location. The purpose of the meeting is to brief residents on traffic calming, discuss completed studies, identify traffic calming concepts, and to allow the residents to determine possible solutions to their neighborhood traffic problems. The residents will define with input from Staff the objectives of the project, i.e. what decrease in speeds or volumes do they expect the traffic calming project to accomplish. The Traffic and Transportation Department feels it is important affected residents participate in developing a plan they can call their own and therefore encourage input and feedback from the residents in the neighborhood. The possible solutions from the neighborhood representatives are also discussed. Funding is another issue to be discussed at this meeting.

H. Analyze Suggestions From Residents:

Traffic and Transportation Department Staff analyzes possible solutions from residents while working with emergency services. These preliminary solutions will be compiled into a single plan.

I. Proposed Plan and Petition Sent to the Neighborhood Residents:

A letter is mailed to the residents within the boundaries of the neighborhood. Attached to this letter will be the plan being proposed by the Traffic and Transportation Department. Also included in the mailing will be a postage prepaid opinion survey card which requests the approval or disapproval of the proposal.

If more than 66% of the residents return the opinion survey indicating approval of the plan as presented, the plan will be considered approved and will continue on to the next step. If less than 66% of the residents indicate approval of the plan, there will be a follow up meeting with the residents to determine if a consensus of opinion can be reached. Exhibit B is a copy of the petition.

J. Report to Lafayette City-Parish Consolidated Council:

Once the petition process is completed and the plan is approved by the neighborhood residents, a written report detailing the Traffic Calming plan will be submitted to the Lafayette City-Parish Consolidated Council.

K. Temporary Installation of Traffic Calming Devices:

The Traffic and Transportation Department Staff will design and install the traffic calming devices on a temporary basis in the locations specified in the approved plan provided funding is adequate.

L. Monitor Area:

Once the temporary traffic calming devices are installed the area is monitored. The Traffic and Transportation Department's evaluation will include but is not limited to field observations, traffic counts, speed studies, and other data as needed.

M. Analyze Data Collected:

The data is analyzed by Traffic and Transportation Staff.

1. If the project has not met the objectives agreed upon by both the neighborhood and Traffic and Transportation Staff then steps I -M will be repeated as necessary a maximum of 3 times.
2. If the objectives are met then the representatives are sent a second petition. If the petition is approved by more than 66% residents, the petition is considered approved. Exhibit C is a copy of the petition.

N. Permanent Installation of Traffic Calming Devices:

Upon successful completion of the petition, permanent traffic calming devices are installed pending appropriate funding is available.

The Traffic and Transportation Department is currently evaluating nine requests for traffic calming. These requests and the steps taken toward resolution are shown in Exhibit D.

EXHIBIT A

Traffic Calming Initiation Packet

EXHIBIT B

PETITION FOR TEMPORARY INSTALLATION OF TRAFFIC CALMING DEVICES

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EXHIBIT C

PETITION FOR PERMANENT INSTALLATION OF TRAFFIC CALMING DEVICES

[illegible]

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EXHIBIT D

LAFAYETTE CONSOLIDATED GOVERNMENT TRAFFIC AND TRANSPORTATION DEPARTMENT TRAFFIC CALMING PROJECTS

LAFAYETTE TRAFFIC CALMING PROJECTS CURRENT STATUS

Project Name	Initiation Packet Returned	Charrette 1- Identify Problem	50% Petition – Residents Agree to proceed	Gather Data	Charrette 2 - Develop Plan	66 % Petition to Approve / Disapprove	Temporary Installation	66% Petition to maintain permanent	Permanent Installation
Yvette Marie Dr.	3/6/02	3/25/02	4/12/02	4-6/02	7/8/02	8/1/02	12/17/02	6/11/03	9/16/03
Sterling Grove Subdivision	6/00	7/00		8/00	4/01	11/01	7/13/03		
Village Lane	5/3/02	7/8/02	7/10/02	7-8/02	8/19/02	8/26/02	1/22/03		
Saint Streets Subdivision			1/01		5/01		8-12-03		
Becky Lane	6/10/02	7/10/02		10/02	11/20/02	2/11/03			
St. Charles St.	5/1/02	5/16/02	10/02	10/02	11/18/02	4/17/03			
Cambridge Dr. (Detour Route)							9/02		
Sunny Lane	1/28/03	5/30/03	6/02/03	7/03	8/27/03	9/10/03			

**CURRENT PROJECTS IN
PROGRESS**

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Traffic Calming Area	REF #	STATUS	meeting date/order
Adrienne Street	62	H	(they have petition) 4-2-03
Alyene Drive	108		schedule meeting by 11-18-03
Amaryllis Drive	85	H	(they have petition) 3-26-03
Amber Street	134	H	(they have petition)
Antigua Drive	7	E-F	charrette on 9-10-03
Archangel Drive	95		
Becky Lane	79	C	ready for temporary installation
Billeaud Lane	16		sent another petition on 9-3-03
Bristol Drive	169	J	collecting data
Cambridge Drive	53		speed lumps removed
Case Lane	123	H	(they have petition)
Cedar Crest Court	115	H	(they have petition) 5-21-03
Digby Drive	69	H	
Ducharme Lane	65	I	(they requested to postpone)
E Bayou Pkwy	28		
Fabiola Avenue	127	E	charrette on 8-20-03, they have petition
General Gardner Avenue	81	G	charrette on 10-23-03
Georgia St.	172	J	collecting data
Harper Avenue	170	J	collecting data
Karen Drive	49	E	charrette # 2 on 8-13-03, they have petition
Lucas Circle	75	H	
Madeline Avenue	149	J	collecting data
Michael Allen Blvd.	147	H	merged with River Road
N. Sterling Street	45	H	(they have petition) 5-14-03
Pillette Rd	113	H	(they have petition)
Quail Drive	141	G	returned 50% petition on 7-31-03
Rena Drive	55	J	collecting data
Richwood	158	J	collecting data
Ridgewood	175	J	collecting data
River Road	146	H	initial mtg 9-4-03, they have 50% petition
Rosedown/Bellevue	76	E	(they have 66% petition, revised plan)
S Hillary Avenue	10	E	(they have 66% petition)
Saint Charles Street	71	C	ready for temporary installation
Saint John Street	57		
Saints Streets	T2	B-C	phase I complete, 8-12-03, ready for phase II
Sarah Dee Pkwy	97	K	denied, didn't meet criteria
Sherwood Drive	91	I	waiting on them
South Audubon Blvd	100		
Sterling Grove	T1	B	temporary installation 7-12-03
Stewart Street	152	J	need to determine area, get with police dept.
Sunny Lane	122	D	66% complete, need to prepare for council
Trailwood Lane	38	H	
Venus Drive	8		
Village Lane	73	B	ready for permanent petition
W Saint Louis Street	30	E-F	charette 9-11-03
Yvette Marie Drive	60	A	permanent installation 9-17-03

- (A) PERMANENT
INSTALLATION
- (B) TEMPORARY
INSTALLATION
- (C) READY FOR
INSTALLATION
- (D) NEEDS COUNCIL
APPROVAL
- (E) WAITING FOR
66%(AFTER CHARRETTE)
- (F) PREPARE TC PLAN
TO SEND OUT
- (G) READY FOR
CHARRETTE
- (H) WAITING ON 50%
PETITION
- (I) READY FOR TC INTRO
MTG
- (J) COLLECTING DATA
- (K) DID NOT MEET
CRIETERIA